

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL EXECUTIVE COMMITTEE MEETING  
November 13, 2006  
MAG Offices, Cholla Room  
302 North 1st Avenue, Phoenix, Arizona

MEMBERS ATTENDING

Mayor James M. Cavanaugh, Goodyear, Chair	Mayor Keno Hawker, Mesa
Mayor Mary Manross, Scottsdale, Vice Chair	* Mayor Thomas L. Schoaf, Litchfield Park
# Mayor Joan Shafer, Surprise, Treasurer	Councilmember Peggy Neely, Phoenix
Mayor Steven M. Berman, Gilbert	

\* Not present

# Participated by videoconference or telephone conference call

1. Call to Order

The Executive Committee meeting was called to order by Chair James M. Cavanaugh at 12:00 p.m. Chair Cavanaugh stated that Mayor Shafer was participating in the meeting by telephone. He noted since mailing the Executive Committee agenda, the Management Committee took action to recommend approval of agenda item #4B. Chair Cavanaugh added that material for agenda item #5, that was previously transmitted, was at each place. Chair Cavanaugh stated that public comment cards were available for those members of the public who wish to comment. He noted that transit tickets were available from Valley Metro for those using transit to come to the meeting. Parking validation was available from MAG staff for those who parked in the parking garage.

2. Call to the Audience

Chair Cavanaugh noted that according to MAG's public comment process, members of the audience who wish to speak are requested to fill out the public comment cards and stated that there is a three minute time limit. Public comment is provided at the beginning of the meeting for items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Cavanaugh stated that no public comment cards were received.

3. Approval of the Executive Committee Consent Agenda

— Chair Cavanaugh stated that public comment would be heard before action was taken on the consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the Committee can request that an item be removed from the consent agenda and considered individually. Chair Cavanaugh stated that agenda items #4A and #4B were on the consent agenda. Chair Cavanaugh noted that no public comment cards had been turned in.

Chair Cavanaugh asked members if they had questions or comments on any of the consent agenda items.

Mayor Berman moved to approve consent agenda items #4A and #4B. Mayor Shafer seconded, and the motion carried unanimously.

4A. Approval of the October 16, 2006 Executive Committee Meeting Minutes

The Executive Committee, by consent, approved the minutes of the October 16, 2006 Executive Committee meeting.

4B. Contract Amendment for the Avondale Littleton School Sidewalk Design Assistance Project

The Executive Committee, by consent, approved an amendment to the City of Avondale contract for the Avondale Littleton School Sidewalk Design Assistance Project to increase the total contract amount from \$27,270 to \$58, 510. On June 28, 2006, the MAG Regional Council approved an additional \$31,240 of CMAQ funds as part of the FY 2006 Closeout process for the Avondale Littleton School Sidewalk Pedestrian Design Assistance Project. These funds were approved specifically to complete the environmental clearance for the project. In order for the additional funds to be utilized, it is necessary to amend the City of Avondale's current contract for the Avondale Littleton School Sidewalk Design Assistance Project from \$27,270 to \$58,510. On November 8, 2006, the Management Committee recommended approval of the contract amendment.

5. Regional Planning Dialogue Update

Dennis Smith, MAG Executive Director, stated that at the October 27, 2006 meeting of COG and MPO Chairs and Directors, staff was directed to develop an approach to address statewide transportation needs. This meeting was a follow up to the Regional Planning Dialogue session on August 22, 2006 in conjunction with the League of Arizona Cities and Towns Conference. Mr. Smith stated that issues discussed for potential action included dealing with fast growth. He stated that a draft approach was developed and sent to the COG/MPO Directors, ADOT and private sector partners for review and input and also to the Executive Committee. On November 6, 2006, the COG/MPO Directors, through a telephone conference call, discussed the proposed approach. Mr. Smith noted that following this discussion, it was recommended that both a short- and long-range approach be developed.

Mr. Smith stated that it is believed that what was necessary was having an approach similar to the good technical foundation from the Proposition 400 effort. He said that sub-state studies would be completed similar to the subregional studies in Proposition 400. The idea was to bring that information together, come back to the COG/MPO organizations and legislators, show the needs in Arizona in 2050, and possible financing mechanisms. Mr. Smith commented that the COG Directors were not in unanimous agreement and some thought that a better approach would be to reach for the low-hanging fruit by having a short-range approach. He noted that the PAG Director liked the long-range approach.

Mr. Smith summarized the memorandum on statewide transportation needs that was drafted to marry the two concepts of short- and long-range approaches. He then reviewed the elements of the short-range approach. Mr. Smith said that one idea was to do a Statewide Intrastate Mobility Reconnaissance Study, which would identify projects of immediate need on a statewide basis and have the same consultant lay out the approach for conducting sub-state framework studies.

Mr. Smith addressed the Revenue/Financing Tools and Expedited Infrastructure Delivery element. He stated that staff recommends looking at the Oregon ideas that were discussed at the Chair/Directors meeting. He commented that privatization concepts, tolling legislation and creating transportation districts might be explored.

Mr. Smith addressed the Public Opinion Research element. He stated that the private sector could be engaged to fund and conduct statewide polling to determine public attitudes regarding transportation issues, including public support for funding options.

Mr. Smith addressed the 2009 Surface Transportation Reauthorization element. He said that Reauthorization is scheduled to expire in FY 2009. Mr. Smith advised that as a statewide group, there may be opportunities for Arizona to request transportation projects.

Eric Anderson, MAG Transportation Director, addressed the long-range approach. He stated that the state needs more transportation in general, not only roadways, but also intercity transit or high speed rail, for example. Mr. Anderson mentioned a recent presentation he gave that included the red dot maps that show growth to 2050. After the presentation, one of the audience members commented that there were no new roads to accommodate that growth. Mr. Anderson stated that relative to long-range needs no work has been done to identify needs for new roadways. He stated that the long-range approach would include several sub-state framework studies that would be more completely defined by the consultant hired to develop the Stateside Intrastate Mobility Reconnaissance Study. Mr. Anderson added that the framework studies will provide a good idea of what long-range needs might be.

Mr. Anderson stated that he was in Tucson last week to discuss common interests. He said that PAG is starting a study of Southern Pinal and Northern Pima Counties, but is encountering difficulties with ADOT in regard to developing the scope of work, due to ADOT's approach that there will be no new corridors. Mr. Anderson commented that this runs counter to a good long-range planning approach. He stated that an approach on potential long-range needs was put together by Bob Hazlett, MAG Senior Engineer. Mr. Anderson stated that the Governor's Transportation Vision 21 Stakeholders developed a statewide plan a few years ago. Their basis was asking people what they thought the needs were and was not based on technical work.

Mr. Anderson stated that one of the needs discussed was improvements to I-40. He said that some feel that I-40 capacity is sufficient, but due to the large quantity of development planned in Mohave County, the opening of Hoover Dam bridge in 2008, increased commerce between Phoenix and Las Vegas, and increased freight traffic from Long Beach, we do not know if there already will be sufficient capacity. Mr. Anderson stated that a statewide plan that looks at the traffic needs of 16 million people and commerce needs to be driven at the local level.

Mr. Smith stated that comments on the memorandum had been received from two COGs and one MPO. He stated that the next steps include integrating comments from the Executive Committee, refining the approaches, setting up a conference call with the COG/MPO Chairs and Directors, followed by presentations to the COG/MPO policy bodies.

Chair Cavanaugh stated that the most important step now is the process rather than the solution. He said that what he gleaned from the October 27th meeting was that the rest of the state is positive about this effort and wants to work with MAG to resolve problems. Chair Cavanaugh stated that the MAG organization needs to ensure it capitalizes on this opportunity. He said that he had asked the directors to draft a preliminary strategy that each director would present to their executive committees. Mayor Cavanaugh stated that he wanted to see if the Executive Committee agreed to proceed.

Mayor Shafer expressed that with the information presented today, she would say yes.

Chair Cavanaugh stated that this is crucial because significant work will be done on transportation in the next five to ten years. To be effective with the Legislature, we have to have strong local approval.

Mr. Smith stated that one idea was to formalize in State legislation a governance model. He noted that the current informal model is working well and it was decided to leave it as a stakeholders effort. Mr. Smith commented that a consensus model is needed to be successful. He noted that if opposition is received from the stakeholders, it is unlikely we would be successful.

Vice Chair Manross asked for clarification on the reconnaissance study proposal. Mr. Smith replied that the COGs and MPOs would work with one consultant on a statewide effort. The consultant will examine short-term issues and design for the sub-state methodology. Mr. Smith stated that the consultant could look at construction cost issues and delivery of the Proposition 400 plan. Mr. Smith noted that recommendations from the study could be available in 12 to 18 months.

Vice Chair Manross asked Mr. Smith if he had some examples. Mr. Smith replied that the studies might find that improvements to I-17, or gateway routes to areas such as, Johnson Ranch, may be needed. He also noted that improving SR 85 may be advisable. He added that this would not be the 2050 approach, which would be more comprehensive.

Mr. Anderson proceeded with presentation on the long-term approach. He displayed a map of the conceptual framework for the Hassayampa Valley Roadway Framework Study. He said that some of the options could include a need for new and improved routes, or developing parallel routes as alternatives.

Mayor Shafer asked about considering CANAMEX. Mr. Anderson replied that the CANAMEX route with connections in Yavapai and Pinal Counties, will be further defined in the Hassayampa Study.

Mr. Anderson displayed a map of interstate, intrastate, and international corridors, and a map of trade patterns in the US. He remarked that the trade map shows the freight coming out of Long Beach and illustrates the importance of I-40 and I-10 through Arizona.

Councilmember Neely stated that she had been told that there might be a deal to take freight from the port of Long Beach to Kingman for inspections because there are not enough inspectors in Long Beach. Mr. Anderson commented that he had heard Kingman would like to develop that capability but was unsure if this had been finalized. He added that making the shipments secure from Long Beach to Kingman was a concern.

Mr. Anderson displayed a map of the strawman network that was drafted in an effort to support interstate and intrastate travel demands. He noted potential projects on the map and explained that Pima County is interested in an I-10 bypass. PAG is proposing the extension of I-8 to connect with I-10 at Benson. Another potential improvement could be the continuation of SR-93 through Pinal County to connect to I-10. Mr. Anderson stated that some of the corridors from the framework studies could form a strategy for a long-range plan. He added that a consultant is needed to determine the boundaries of the framework studies.

Councilmember Neely commented that she was very supportive of this effort. She commented that the area along I-40 is becoming more developed, a parallel to I-17 would be useful, and additional traffic will be using SR-93 when the Hoover Dam bridge improvements are completed. She commented that MAG does need to take care of what already exists, but if there is not foresight, the outskirts will bottleneck. Councilmember Neely stated that she would be supportive of seeing what a consultant would bring back to improve traffic patterns. Mr. Smith noted that comments had been received from Marty Shultz, but official comments from ADOT have not been received. He said that the Governor has indicated that one focus will be an infrastructure budget. Mr. Smith remarked that effort could be our best opportunity.

Chair Cavanaugh stated that this effort would be undertaken in concert with the business community so there will be no complications with differing views. He asked if this effort seemed to have the support of the business community. Mr. Smith replied that so far, they are supporting this effort. He commented on the need to discuss this with the elected officials and ensure everyone is in agreement. Mr. Smith stated that one comment heard was the concept of indexing the gas tax. He stated that this is a long-term approach, and he was unsure there would be support if presented too early.

Vice Chair Manross said that she thought there is homework to do on indexing before presenting it to the public and having success. This is more long-range strategy. Vice Chair Manross stated that it would help us to think this is not only important to quality of life, but also the economic health of the state. This needs to be a priority and part of the discussion. Vice Chair Manross stated that she supported moving ahead and having short- and long-term approaches.

Mr. Smith stated that with Executive Committee approval, the draft approaches could be taken to the next level with the Chairs of the other COGs/MPOs. Mayor Shafer moved approval. Councilmember Neely seconded.

Before a vote was taken, Chair Cavanaugh asked members if they had further comments or questions.

Mayor Hawker asked about ADOT's role. He commented that the map shows this is getting beyond the MAG region and thought that ADOT would want to take the lead on this. He asked if attempts had been made to bring them in and they rejected the attempts. Mr. Smith replied that ADOT has not rejected being brought into the process, but this is a collaborative approach with no one agency taking the lead. Mayor Hawker asked if funding would be requested from ADOT. Mr. Smith replied that under the draft approach, we are not asking for money from ADOT; however, it might go that way because the smaller, rural areas might be hard-pressed to fund small amounts. Mayor Hawker asked if additional budget items might be needed to cover MAG resources that might be needed for this effort. He commented that he would not want Proposition 400 to slip as a result. Mayor Hawker asked how this effort would fit in with MAG's existing commitments and if MAG had sufficient staff. Mr. Smith replied that it is better to hire a consultant than generate the work ourselves. He reported at a recent meeting to discuss next year's Work Program, the MAG managers expressed that they cannot take on any more work. Mr. Smith added that MAG will be tuning up the models and two of the key air quality positions and one of the transportation modeling positions are unfilled.

Mayor Hawker suggested that after the meeting with private industry, it may be appropriate to work on key components or splitting the risk on contracts. He said he was trying to figure priorities and where this will rank with other MAG work. Mr. Anderson stated that ADOT and AGC have been working on the Proposition 400 contracting provision, although not much progress has been made, especially on escalation or de-escalation clauses on commodities. He noted that there is also a Governor's level group that will be looking at resource and contracting issues. Mayor Hawker commented that he liked doing this, but does not want to neglect some of MAG's business. Mr. Anderson replied that MAG staff are cognizant of that and have been discussing it. He added that if it gets much more we would need to ask for additional resources or get a good consultant on board. Mayor Hawker asked the cost range for a consultant. Mr. Anderson replied that the reconnaissance study had not yet been scoped. The framework studies are more detailed. Mr. Anderson stated that the Hidden Valley Study contract was \$770,000, but covered a much larger area at 2,000 square miles. He advised that the reconnaissance work would be at a higher detail and depending on the level of detail, the framework studies could be expensive.

Mayor Hawker asked what would be ADOT's response if the consultant recommended new corridors on the maps. Mr. Anderson replied that ADOT needs to be a partner. They been invited to various COG meetings, but have participated at a fairly low level. Mr. Anderson commented that with the vacancies due to their budget situation, they do not have the depth to manage this level of long-range planning studies. He commented that there needs to be a policy shift, and with the Governor's work on the growth and infrastructure issue, he suspected one is coming.

Vice Chair Manross commented that this is a statewide issue and a policy shift is needed. She stated that ADOT needs to be a full partner because this will be a decades-long project. They should be at the table and contribute to the effort from their budget. Mr. Smith said that he would include the ADOT director on the next conference call.

Councilmember Neely expressed that she thought Mayor Manross's comments were correct. She indicated that the scope of work in the RFP should be specifically worded so it does not become MAG's problem to provide data and that workload is put on the consultant. Councilmember Neely commented that if ADOT contributes they will be more apt to accept the data that comes out of the effort. She acknowledged that MAG will carry a large portion of the task, but the consultants would do the majority of work and ADOT needs to buy in.

Chair Cavanaugh said that he thought the objective was the bottom up approach with municipalities saying in unison that this is what they need in statewide planning and the results presented to ADOT and the Legislature. Chair Cavanaugh stated that if we want ADOT as active partner it moves us from the original intent. He commented that ADOT would be driving the recommendations from the onset. If we do not follow that methodology, we will be where we are now. Mr. Smith commented that he thought the objective was bottom up with ADOT. He said that they would participate on the reconnaissance study and on the advisory group to scope the study. Mr. Smith added that he did not think ADOT could be bystanders and that is why this is being kept as a stakeholders group and having it come from the bottom up.

Mr. Anderson stated that the thought it was important for COGs and local governments to be leading the studies. He said that one of his concerns if leadership is transferred to the state level, we might not get the desired results. Chair Cavanaugh stated that he agreed.

Vice Chair Manross stated that she did not think ADOT should be leading the effort, either. The COGs/MPOs lay the groundwork and set the rules, and ADOT can be stakeholders at the table.

Chair Cavanaugh stated that the COGs cannot think they are being impeded by the state. The COGs/MPOs would develop and present to ADOT. ADOT would be a part of the process, but the driving force has to be the COGs.

Councilmember Neely stated that ADOT needs to be at the table or it will be somewhat a waste of resources because they would dismiss the data as unreliable. She added that it is important for us to say they were involved and participated when we go to the Legislature. We make sure this meets the needs of all COGs.

Chair Cavanaugh summarized the motion on the table to approve the action to proceed that the Chairs and Directors meet via a teleconference to state they are in general agreement on the draft approach and from that meeting it will be decided if this proceeds to the MAG Regional Council. Mayor Shafer noted that ADOT should be added into the motion. With no further discussion, the vote taken on the question passed unanimously.

#### 6. Follow up on the Greater Dallas Planning Council Visit

Kelly Taft, MAG Communications Manager, reported on the visit by the Greater Dallas Planning Council (GDPC) to the MAG region. She stated that representatives from GDPC included several elected officials, agency staff, and members of the business community. Ms. Taft expressed thanks to Chair Cavanaugh, Vice Chair Manross, Mayor Berman, Mayor Waterman, and Mayor Hallman for meeting with the GDPC. Ms. Taft noted that on the first day of the visit, the GDPC received

a regional overview at MAG and then proceeded to Glendale for a tour of Catlin Court and the Westgate development. Ms. Taft noted that Chair Cavanaugh addressed the contingent at a dinner hosted by MAG that evening. Chair Cavanaugh stated that the visit was a very enjoyable event and was a great opportunity to meet people from other regions.

Ms. Taft stated that the next day, the GDPC had breakfast sponsored by the Greater Phoenix Economic Council where the group was given presentations on Phoenix's downtown renewal and Urban Form. The group then had lunch at the Arizona Club hosted by SRP. The GDPC then proceeded to Tempe where Mayor Hallman spoke about development in a landlocked community. The group was given a boat tour of Tempe Town Lake, where Town Lake planning and development efforts were demonstrated. Ms. Taft stated that the GDPC then visited Scottsdale where they were welcomed by Mayor Manross, and were taken on a tour by trolley. Ms. Taft noted that the group also met with a Scottsdale waterfront developer to hear more about the City's public/private partnership efforts.

Ms. Taft stated that the GDPC wrapped up their visit with a breakfast at Valley Metro Rail that included presentations on transit oriented development and a discussion of aviation issues.

Mayor Manross expressed her thanks to MAG staff for doing such a wonderful job. She commented that it takes a huge amount of work to organize a visit such as this one.

Councilmember Neely expressed her appreciation for a job well done.

7. Annual Performance Review of the MAG Executive Director

Mr. Smith stated that the Executive Committee approved an evaluation survey for the MAG Executive Director's annual performance review. He said that the instruments for the review were sent in the agenda packet. Mr. Smith stated that with approval from the Executive Committee, the instruments would be sent to the Regional Council. He added that the completed instruments are sent to the Chair of the Regional Council, whose staff compiles the results.

Vice Chair Manross moved to proceed with the process for the performance review for the MAG Executive Director. Councilmember Neely seconded, and the motion carried unanimously.

8. Adjournment

The Executive Committee meeting was adjourned at 12:55 p.m.

---

Chair

---

Secretary